

this particular piece of legislation is that it brings some accountability in making sure that we are investing the dollars in the places where we are getting the most bang for the buck for the American taxpayers.

Not only are we looking out for the taxpayers in this bill, but we are also looking out for the people, the men and women, that are affected by these windstorms. I encourage my colleagues to support this legislation.

Mr. TONKO. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, we must help our constituents prepare for and mitigate the impacts of windstorms that threaten lives and property. This bill reauthorizes a program that would do just that, and I urge its adoption.

Mr. Speaker, I yield back the balance of my time.

Mr. SMITH of Texas. Mr. Speaker, I have no other requests from Members to speak on this piece of legislation, so I yield back the balance of my time.

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Speaker, I rise in support of H.R. 23, legislation that would reauthorize the National Windstorm Impact Reduction Program—or NWIRP.

The last few years have been devastating years for natural disasters across the country. For example, in May, the Great Plains had a six-day outbreak of tornado activity that affected areas ranging from Colorado to Texas and resulted in over 60 injuries and 5 fatalities.

H.R. 23 directs NIST, NSF, NOAA, and FEMA to support activities to improve the understanding of windstorms and their impacts. We can use that knowledge to reduce the vulnerability of our communities to natural disasters. The NWIRP program helps our federal agencies and communities across the nation to develop and implement many measures that help minimize the loss of life and property during windstorms and to rebuild effectively and safely after such storms.

I was pleased that when this bill was considered by the House Science, Space, and Technology Committee, we worked in a bipartisan manner and made several improvements to the bill. We worked together to increase the authorization for FEMA, the agency tasked with implementing the research conducted by the other NWIRP agencies. Also, we added several social science-related provisions to the bill. We cannot design effective disaster preparation strategies without understanding how people make decisions and respond to disaster warnings.

The House of Representatives passed H.R. 23 at the end of January with a vote of 381–39 and sent it to the Senate. During their consideration, the Senate made minor changes to the bill, but I am happy to report that all of the bipartisan improvements we made to the bill remain in H.R. 23.

I want to thank my fellow Texans—Chairman SMITH and Mr. NEUGEBAUER—for working across the aisle on this bill. I also want to thank the Commerce, Science, and Transportation Committee in the Senate for their work on this bill.

This is an important program that needs to be reauthorized. It is good to see Members of the House and Senate coming together, work-

ing out their differences, compromising, and ending up with a bill with bipartisan, bicameral support.

I support the bill and urge my colleagues to support this important bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Texas (Mr. SMITH) that the House suspend the rules and concur in the Senate amendment to the bill, H.R. 23.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the Senate amendment was concurred in.

A motion to reconsider was laid on the table.

GERARDO HERNANDEZ AIRPORT SECURITY ACT OF 2015

Mr. KATKO. Mr. Speaker, I move to suspend the rules and concur in the Senate amendment to the bill (H.R. 720) to improve intergovernmental planning for and communication during security incidents at domestic airports, and for other purposes.

The Clerk read the title of the bill.

The text of the Senate amendment is as follows:

Senate amendment:

Strike out all after the enacting clause and insert:

SECTION 1. SHORT TITLE.

This Act may be cited as the “Gerardo Hernandez Airport Security Act of 2015”.

SEC. 2. DEFINITIONS.

In this Act:

(1) ASSISTANT SECRETARY.—The term “Assistant Secretary” means the Assistant Secretary of Homeland Security (Transportation Security) of the Department of Homeland Security.

(2) ADMINISTRATION.—The term “Administration” means the Transportation Security Administration.

SEC. 3. SECURITY INCIDENT RESPONSE AT AIRPORTS.

(a) IN GENERAL.—The Assistant Secretary shall, in consultation with other Federal agencies as appropriate, conduct outreach to all airports in the United States at which the Administration performs, or oversees the implementation and performance of, security measures, and provide technical assistance as necessary, to verify such airports have in place individualized working plans for responding to security incidents inside the perimeter of the airport, including active shooters, acts of terrorism, and incidents that target passenger-screening checkpoints.

(b) TYPES OF PLANS.—Such plans may include, but may not be limited to, the following:

(1) A strategy for evacuating and providing care to persons inside the perimeter of the airport, with consideration given to the needs of persons with disabilities.

(2) A plan for establishing a unified command, including identification of staging areas for non-airport-specific law enforcement and fire response.

(3) A schedule for regular testing of communications equipment used to receive emergency calls.

(4) An evaluation of how emergency calls placed by persons inside the perimeter of the airport will reach airport police in an expeditious manner.

(5) A practiced method and plan to communicate with travelers and all other persons inside the perimeter of the airport.

(6) To the extent practicable, a projected maximum timeframe for law enforcement response to active shooters, acts of terrorism, and incidents

that target passenger security-screening checkpoints.

(7) A schedule of joint exercises and training to be conducted by the airport, the Administration, other stakeholders such as airport and airline tenants, and any relevant law enforcement, airport police, fire, and medical personnel.

(8) A schedule for producing after-action joint exercise reports to identify and determine how to improve security incident response capabilities.

(9) A strategy, where feasible, for providing airport law enforcement with access to airport security video surveillance systems at category X airports where those systems were purchased and installed using Administration funds.

(c) REPORT TO CONGRESS.—Not later than 180 days after the date of the enactment of this Act, the Assistant Secretary shall report to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate on the findings from its outreach to airports under subsection (a), including an analysis of the level of preparedness such airports have to respond to security incidents, including active shooters, acts of terrorism, and incidents that target passenger-screening checkpoints.

SEC. 4. DISSEMINATING INFORMATION ON BEST PRACTICES.

The Assistant Secretary shall—

(1) identify best practices that exist across airports for security incident planning, management, and training; and

(2) establish a mechanism through which to share such best practices with other airport operators nationwide.

SEC. 5. CERTIFICATION.

Not later than 90 days after the date of enactment of this Act, and annually thereafter, the Assistant Secretary shall certify in writing to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate that all screening personnel have participated in practical training exercises for active shooter scenarios.

SEC. 6. REIMBURSABLE AGREEMENTS.

Not later than 90 days after the enactment of this Act, the Assistant Secretary shall provide to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate an analysis of how the Administration can use cost savings achieved through efficiencies to increase over the next 5 fiscal years the funding available for checkpoint screening law enforcement support reimbursable agreements.

SEC. 7. SECURITY INCIDENT RESPONSE FOR SURFACE TRANSPORTATION SYSTEMS.

(a) IN GENERAL.—The Assistant Secretary shall, in consultation with the Secretary of Transportation, and other relevant agencies, conduct outreach to all passenger transportation agencies and providers with high-risk facilities, as identified by the Assistant Secretary, to verify such agencies and providers have in place plans to respond to active shooters, acts of terrorism, or other security-related incidents that target passengers.

(b) TYPES OF PLANS.—As applicable, such plans may include, but may not be limited to, the following:

(1) A strategy for evacuating and providing care to individuals, with consideration given to the needs of persons with disabilities.

(2) A plan for establishing a unified command.

(3) A plan for frontline employees to receive active shooter training.

(4) A schedule for regular testing of communications equipment used to receive emergency calls.

(5) An evaluation of how emergency calls placed by individuals using the transportation system will reach police in an expeditious manner.

(6) A practiced method and plan to communicate with individuals using the transportation system.

(c) **REPORT TO CONGRESS.**—Not later than 180 days after the date of enactment of this Act, the Assistant Secretary shall report to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate on the findings from its outreach to the agencies and providers under subsection (a), including an analysis of the level of preparedness such transportation systems have to respond to security incidents.

(d) **DISSEMINATION OF BEST PRACTICES.**—The Assistant Secretary shall identify best practices for security incident planning, management, and training and establish a mechanism through which to share such practices with passenger transportation agencies nationwide.

SEC. 8. NO ADDITIONAL AUTHORIZATION OF APPROPRIATIONS.

No additional funds are authorized to be appropriated to carry out this Act, and this Act shall be carried out using amounts otherwise available for such purpose.

SEC. 9. INTEROPERABILITY REVIEW.

(a) **IN GENERAL.**—Not later than 90 days after the date of enactment of this Act, the Assistant Secretary shall, in consultation with the Assistant Secretary of the Office of Cybersecurity and Communications, conduct a review of the interoperable communications capabilities of the law enforcement, fire, and medical personnel responsible for responding to a security incident, including active shooter events, acts of terrorism, and incidents that target passenger-screening checkpoints, at all airports in the United States at which the Administration performs, or oversees the implementation and performance of, security measures.

(b) **REPORT.**—Not later than 30 days after the completion of the review, the Assistant Secretary shall report the findings of the review to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New York (Mr. KATKO) and the gentleman from Mississippi (Mr. THOMPSON) each will control 20 minutes.

The Chair recognizes the gentleman from New York.

GENERAL LEAVE

Mr. KATKO. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days within which to revise and extend their remarks and include any extraneous material on the bill under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New York?

There was no objection.

Mr. KATKO. Mr. Speaker, I yield myself such time as I may consume.

I rise today, Mr. Speaker, in strong support of H.R. 720, the Gerardo Hernandez Airport Security Act of 2015.

This critically important piece of legislation is the product of a strong bipartisan effort stemming from the fatal shooting at Los Angeles International Airport on November 1, 2013. On that tragic day, TSA Officer Gerardo Hernandez was shot and killed by an active shooter, becoming the first Transportation Security Administration employee to be killed in the line of duty. Two other Transportation Security Administration officers and a

passenger were also injured during the attack.

In the wake of that attack, Congressman RICHARD HUDSON, who was then serving as the chairman of the Committee on Homeland Security's Subcommittee on Transportation Security, spearheaded a bipartisan effort to investigate the vulnerabilities highlighted by the attack and enhance the state of airport security across the United States.

One of my first acts as chairman of the subcommittee in the 114th Congress was to work with Mr. HUDSON and reintroduce this important legislation, and I am pleased to see it through to final passage today.

This bill builds on important steps taken by TSA and airports across the country and was developed with input from both public and private sector partners. The legislation makes important strides in enhancing the level of preparedness of our Nation's transportation systems in responding and mitigating security incidents, such as active shooters and terror attacks.

For example, it requires TSA to verify that airports and high-risk surface transportation hubs have plans in place to effectively train for and respond to security incidents when they occur.

□ 1515

Further, it will ensure that emergency communications equipment is regularly tested and that emergency first responders are able to communicate with each other and the public during a major security incident. The legislation also directs TSA to seek ways in which funding for reimbursable agreements to airport law enforcement can be increased in order to provide better support to the critical layer of security they provide.

Developing this preparedness will go a long way in improving the response to threats to public safety and will work to overcome the challenges experienced by law enforcement, emergency first responders, TSA, and the public during the LAX shooting.

Just last week, the need for efficient and effective communications was highlighted during a stabbing and shooting incident at Union Station here in Washington, D.C., in which law enforcement from multiple agencies responded to mitigate the situation.

We must ensure that our frontline employees and first responders are equipped with the necessary tools and training to respond to these types of incidents in order to protect both themselves and the general public.

I wish to extend a sincere thanks to Congressman HUDSON for his work on this legislation as well as to the chairman of the full committee, Mr. MCCAUL of Texas, for his support. Additionally, I would like to thank Ranking Member THOMPSON, Ranking Member RICE, and the other bipartisan cosponsors for their work in getting this legislation to the finish line. I would

also like to extend gratitude to our colleagues in the Senate, especially Chairman THUNE and Ranking Member NELSON, for further refining the legislation and moving it through the Senate.

I urge all my colleagues to support the bill.

I reserve the balance of my time.

Mr. THOMPSON of Mississippi. Mr. Speaker, I yield myself such time as I may consume.

I rise in strong support of the Senate amendment to H.R. 720, the Gerardo Hernandez Airport Security Act of 2015, a bill that I am pleased to cosponsor.

The November 2013 shooting at the Los Angeles International Airport resulted in the death of Transportation Security Officer Gerardo Hernandez. This terrible incident brought into focus the heroism of those who serve on the front lines of aviation security—Transportation Security officers. Unarmed and exposed, Transportation Security officers perform the often thankless task of screening 1.8 million passengers per day, even though they have limited workplace protections and are charged with great responsibility.

In March of 2014, I traveled with my committee's Subcommittee on Transportation Security to conduct a site visit and oversight hearing at Los Angeles International Airport to explore what lessons could be learned from the tragic events of the shooting. Through this valuable oversight work, we learned that there was much to be done to address gaps and vulnerabilities within airports. We found that vital equipment, such as panic buttons at the checkpoints, were not in working order. We also found that there were other factors that could be bolstered to aid during active shooter situations, such as interoperable communications, so that every emergency responder would have access to realtime information.

The legislation under consideration today is the product of a bipartisan effort to remedy many of the deficiencies identified following the shooting.

Before yielding back, I would like to once again give my condolences to the family of Officer Hernandez and to remind Members that, under current law, TSO's families do not receive death benefits.

Currently, Transportation Security officers do not meet the definition for a public safety officer; and as a result, the families of TSOs who are killed in the line of duty, such as the Hernandez family, are not entitled to funds from the Public Safety Officers' Benefits Programs.

Last Congress, the gentlewoman from California (Ms. BROWNLEY) introduced legislation that would grant Transportation Security officers the benefits of other law enforcement officers that are killed in the line of duty; and she plans to reintroduce that legislation, the Honoring Our Fallen TSA Officers Act, today.

I hope my colleagues will join me in supporting this forthcoming legislation

so that the families of the men and women on the front lines of protecting our aviation sector are properly compensated if tragedy strikes. Mr. Speaker, I urge support for the Senate amendment to H.R. 720.

I reserve the balance of my time.

Mr. KATKO. Mr. Speaker, I yield such time as he may consume to the distinguished gentleman from North Carolina (Mr. HUDSON).

Mr. HUDSON. Mr. Speaker, I rise in strong support of H.R. 720, the Gerardo Hernandez Airport Security Act of 2015.

As the former chairman of the Committee on Homeland Security's Subcommittee on Transportation Security, I introduced this bipartisan bill in the 113th Congress to improve the state of preparedness at our Nation's airports in response to the shooting at Los Angeles International Airport in November of 2013.

I would like to thank Ranking Member THOMPSON for working with me in a bipartisan way. We traveled together for the field hearing and toured the site. And I think the work that he does in a bipartisan way on this committee is a true testament to what the American people expect us to do here, which is to work together and put the people's business first. It was a pleasure working with the ranking member.

I also want to thank Chairman MCCAUL for his strong leadership of this committee. He also worked very closely with me on this legislation and traveled with us that day to Los Angeles. So without his support, this would not have been possible.

That event, which tragically took the life of Transportation Security Officer Gerardo Hernandez and wounded three other people, served as an unfortunate wake-up call to the gaps in our security and the relative ease to which someone could wreak havoc on one of our Nation's airports.

After months and months of careful review and hard work, including the site visit I mentioned to LAX, the subcommittee found that while State, Federal, and local law enforcement's response to the LAX shooting could be described as nothing but heroic and was swiftly executed, there was room for improvement in the coordinated response and communications in the critical moments after the major security incident. That is where this important, bipartisan bill stems from.

And I know, as chairman of the subcommittee, the gentleman from New York (Mr. KATKO) has taken our work from the last Congress and has built upon it. He has done the hard work to make sure that it reached the finish line. I take my hat off to Chairman KATKO for showing great leadership and the kind of fortitude and determination necessary to advance this legislation, to finally get it to the Senate, and to have the President sign it into law.

Serving as chairman of the House committee that oversees transportation security is no easy task, but it

is one that the gentleman from New York (Mr. KATKO) has excelled at. He is not afraid to ask tough questions. He holds folks accountable, and he has worked diligently to improve aviation security in this Nation.

The bottom line is, while TSA has taken positive measures to update the emergency response protocols since the LAX incident, this bill will help to solidify these changes and ensure our airports are fully prepared to respond to future security incidents and potential acts of terrorism. This bill will provide for more extensive collaboration and coordination between airports, law enforcement, first responders, and TSA, which will result in safer airports across the country. It is a necessary step towards countering the threats facing our Nation's airports without placing an undue burden on airport operators, law enforcement, and the taxpayers.

The shooting at LAX was a tragedy that will never be forgotten by those affected and those of us who are committed to protecting the traveling public.

My thoughts today and my prayers continue to be with the family of Officer Hernandez. I hope that they are watching today, and I hope they are proud of the work of this Congress.

I want to thank, again, Chairman KATKO for his work to keep the traveling public safe, and I applaud him for stepping up on such an important issue and ensuring this bill reaches the President's desk.

I urge my colleagues to honor the memory of Transportation Security Officer Hernandez and to support this legislation.

Mr. THOMPSON of Mississippi. Mr. Speaker, in closing, I would like to thank Subcommittee Chairman KATKO and Ranking Member RICE for their efforts on this legislation.

Through our votes today, we are honoring the life of Officer Hernandez and ensuring that Transportation Security officers, airport workers, and members of the flying public are more safe and secure.

With that, Mr. Speaker, I once again urge my colleagues to support the Senate amendment to this bill as well as the Honoring Our Fallen TSA Officers Act.

I yield back the balance of my time.

Mr. KATKO. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I once again urge my colleagues to support H.R. 720. The tragic event that unfolded at LAX in November of 2013 was a stark reminder that much remains to be done in securing America's transit hubs, particularly the nonsterile or nonsecure areas of airports that are, in many ways, just like open shopping malls. Because of this reality, we must react to ensure that airport communities are prepared to respond swiftly to any major security incidents that threaten the safety of the traveling public.

In remembrance of TSA Officer Hernandez, I urge my colleagues to pass this important legislation.

Before I close, Mr. Speaker, I do want to recognize and echo the sentiments of my colleague, the gentleman from North Carolina (Mr. HUDSON) with respect to the gentleman from Mississippi (Mr. THOMPSON): He set a tone of bipartisanship in the committee; and because of that, in the Committee on Homeland Security, itself, as well as the subcommittee, much good work is being done and many bills are being passed. So I appreciate and acknowledge the bipartisanship because it is important. It is an art that all too often gets lost in this Congress, and we are doing well with it in our committee.

I yield back the balance of my time.

Mr. MCCAUL. Mr. Speaker, as Chairman of the Committee on Homeland Security, it is with great pride that I rise in support of H.R. 720, the Gerardo Hernandez Airport Security Act of 2015. The passage of this bipartisan legislation demonstrates the importance with which the Committee on Homeland Security considers the security of our nation's airports and transit hubs. Moreover, this legislation shows Congress' dedication to the men and women of the TSA, who work diligently each day to keep the American people safe.

In order to mitigate threats from those with malicious intent seeking to wreak havoc on our critical transportation systems, we must stand together. Our law enforcement and first responder community must communicate, collaborate and coordinate, so they are better prepared to execute emergency plans in response to all types of security incidents. I believe the passage of this bill creates a roadmap that will provide our first responders and TSA with the proper level of coordination to respond to incidents like the senseless shooting that took place at Los Angeles International Airport on November 1, 2013.

After the shooting, I travelled with other Members of the Committee, including Ranking Member THOMPSON, to Los Angeles to meet with first responders, TSA officials, airport personnel, as well as the injured Transportation Security Officers who bravely put themselves in harm's way to help an elderly passenger. I also had the somber opportunity to meet with the widow of Officer Hernandez, before holding a field hearing to examine what could be done to mitigate such tragedies in the future. Today, I am proud to see this Committee's efforts set to cross the finish line, and I hope that the wife of Officer Hernandez can find some solace in the passage of this legislation, which bears her husband's name.

The legislation will direct TSA to conduct necessary outreach to airports and transit hubs across the United States to ensure that there are adequate security incident response and communications plans in place. Moreover, H.R. 720 establishes TSA as a clearinghouse of best-practices for transportation sector preparedness and incident response, which will streamline the proliferation of information and communication across transportation systems in the United States. This bill also looks for ways to overcome interoperable communications challenges and increase funding for airport law enforcement, while also ensuring that airport personnel are equipped with training on how to respond to active shooters and other security incidents, such as terrorism.

It is my pleasure to commend the Chairman of the Subcommittee on Transportation Security, Mr. KATKO and former Chairman of the Subcommittee, Mr. HUDSON, for their efforts in addressing this issue, as well as, working to foster bipartisan cooperation. I also wish to commend the bipartisan efforts of both the Ranking Member of the Full Committee, Mr. THOMPSON, and the Ranking Member of the Subcommittee, Ms. RICE, whose support of this legislation is greatly appreciated. Additionally, I would like to thank the other bipartisan cosponsors of this legislation, as well as Chairman THUNE and our Senate colleagues for moving this important bill through the Senate. I urge my colleagues to support the final passage of H.R. 720 and strengthen the security of U.S. transportation.

Ms. JACKSON LEE. Mr. Speaker, I rise in strong support of H.R. 720, The Gerardo Hernandez Airport Security Act of 2015, which improves intergovernmental planning and communication during security incidents at domestic airports.

As a former chair and ranking member of the Homeland Security Committee Transportation Security Subcommittee, I understand how important this bill will be in enhancing safety and protection in the air transit industry, not just for our citizens but for our Transportation Security Officers working in the line of duty.

This legislation, which requires the Transportation Security Administration (TSA) to devote more resources for planning and communication during and in case of threats or emergencies, is prompted by the tragic death of Gerardo I. Hernandez, a Transportation Security Officer who was killed in the line of duty at Los Angeles International Airport on November 1, 2013.

In a senseless act of violence, the love and care TSA Officer Gerardo Ismael Hernandez gave to his wife, Ana Machuca, his 14-year-old son and 12-year-old daughter, and the community he served, ended entirely too soon.

Mr. Speaker, Gerardo Hernandez was what we want in an American, he is in spirit and deed the type of person we want in our Transportation Security Officers (TSOs).

At just 39 years old, Gerardo Hernandez was the first TSA officer to lose his life in the line of duty in the 12-year history of the agency.

He died from several gunshot wounds inflicted by an assailant while on duty at the Los Angeles International Airport.

Gerardo Hernandez was among those thousands of TSA employees carrying out their mission to keep the airways safe for traveling citizens, and their work across the nation cannot be understated.

On average, TSA officers screen 1.7 million air passengers at more than 450 airports across the nation, which averaged over 637.5 million passengers in 2012.

In 2014, the TSA screened more than 653 million passengers, or nearly 1.8 million persons per day.

The Bush International and the William P. Hobby Airports that serve the Houston metropolitan area are essential hubs for domestic and international air travel for Houston and the region.

Nearly 40 million passengers traveled through Bush International Airport (IAH) and an additional 10 million traveled through William P. Hobby (HOU).

More than 650 daily departures occur at IAH.

IAH is the 11th busiest airport in the U.S. for total passenger traffic.

IAH has 12 all-cargo airlines handling more than 419,205 metric tons of cargo in 2012.

The Congressional Budget Office (CBO) estimates the implementation of H.R. 720 would cost about \$2.5 million in 2015. Of the \$2.5 million, an estimated \$1.5 million would serve to provide additional technical assistance to airports, and the remaining \$1 million would be used to evaluate the interoperability of communication systems used by emergency response teams.

Mr. Speaker, this month marked the 14th anniversary of the tragedy of the 9/11 terrorist attacks.

We will never forget how that day changed our lives, and the lives of every American generation to follow.

Security measures in airports across the country have been enhanced dramatically, and the resulting inconvenience is a small price to pay for the protective measures needed to keep the travelling public safe.

It is people like Gerardo Hernandez who do their best to make the necessary screening as least intrusive and burdensome as possible, consistent with the mission of ensuring the security of all members of the flying public.

TSA officers willingly risk their lives to make sure the job gets done, and for that we owe these men and women a debt of gratitude.

In honor of Gerardo Hernandez's contribution to his country, I strongly support this bill and urge all my colleagues to join me in voting for its passage.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. KATKO) that the House suspend the rules and concur in the Senate amendment to the bill, H.R. 720.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the Senate amendment was concurred in.

A motion to reconsider was laid on the table.

MIAMI TRIBE OF OKLAHOMA LAND LEASE OR TRANSFER

Mr. McCLINTOCK. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 487) to allow the Miami Tribe of Oklahoma to lease or transfer certain lands.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 487

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. APPROVAL NOT REQUIRED TO VALIDATE LAND TRANSACTIONS.

(a) IN GENERAL.—Notwithstanding any other provision of law, without further approval, ratification, or authorization by the United States, the Miami Tribe of Oklahoma may lease, sell, convey, warrant, or otherwise transfer all or any part of its interests in any real property that is not held in trust by the United States for the benefit of such tribe.

(b) TRUST LAND NOT AFFECTED.—Nothing in this section shall—

(1) authorize the Miami Tribe of Oklahoma to lease, sell, convey, warrant, or otherwise

transfer all or any part of an interest in any real property that is held in trust by the United States for the benefit of such tribe; or

(2) affect the operation of any law governing leasing, selling, conveying, warranting, or otherwise transferring any interest in such trust land.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from California (Mr. McCLINTOCK) and the gentlewoman from Michigan (Mrs. DINGELL) each will control 20 minutes.

The Chair recognizes the gentleman from California.

GENERAL LEAVE

Mr. McCLINTOCK. Mr. Speaker, I ask unanimous consent that all Members may have 5 days to revise and extend their remarks and include extraneous materials on the bill under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from California?

There was no objection.

Mr. McCLINTOCK. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, H.R. 487 is a non-controversial, one-page bill that would exempt lands held in fee by the Miami Tribe of Oklahoma from the limitations imposed by the Indian Nonintercourse Act. According to the tribe, these limitations may hinder economic development.

Specifically, H.R. 487 would allow the tribe to lease, sell, convey, warrant, or transfer all or any portion of interest in any real property not held in trust for the tribe. The bill also states that the legislation does not authorize the tribe to lease, sell, convey, warrant, or otherwise transfer all or any portion of any interest in any real property that is held in trust.

In accordance with the expressed wishes of the tribe's leadership, Congressman MARKWAYNE MULLIN, who represents the tribe in the House, sponsored H.R. 487. The Department of the Interior supports this bill, which passed the Natural Resources Committee by unanimous consent earlier this year.

I commend my colleague from Oklahoma for his hard work, and I urge my colleagues to pass the bill.

I reserve the balance of my time.

Mrs. DINGELL. Mr. Speaker, I yield myself such time as I may consume.

H.R. 487 will allow the Miami Tribe of Oklahoma to effectively manage their nontrust lands by providing relief from the Indian Nonintercourse Act. The Indian Nonintercourse Act was intended to protect Indian tribes by preventing the loss of their lands, except by treaty. Historically, the act has generally not interfered with the tribe's ability to buy, sell, or lease land that it owns in fee simple.

□ 1530

But uncertainties raised by the act can be a hindrance when securing purchase agreements from outside parties.

Therefore, relief from the act is at times necessary for a tribe to successfully manage their lands and to sell fee